

# THE DISPATCH

BY THE DISPATCH COMPANY.

CASH—INvariably IN ADVANCE.  
The DAILY DISPATCH is delivered, entire  
in six months; \$1.50 per annum; \$3  
for six months; \$1.50 for three months; \$6,  
for one month.

The SEMI-WEEKLY DISPATCH at \$6 per an-

num; \$1 for six months; \$1 per annum.

The WEEKLY DISPATCH at \$1 per annum.

BROWN'S IRON BITTERS.

NO WHISKEY!

BROWN'S IRON BITTERS

is one of the very few tonic medicines that are not composed mostly of alcohol or whiskey, thus becoming a fruitful source of intemperance by promoting a desire for rum.

BROWN'S IRON BITTERS

is guaranteed to be a non-intoxicating stimulant, and it will in nearly every case take the place of all liquor, and at the same time absolutely kill the desire for whiskey and other intoxicating beverages.

BROWN'S IRON BITTERS

Rev. G. W. RICE, editor of the American Christian Review, says of Brown's Iron Bitters:

CINCINNATI, O., November 16, 1882.

Gentlemen.—The foolish wasting of vital force in business, pleasure, and vicious indulgence of our people, makes your preparation a necessity; and it applied will save hundreds who resort to saloons for temporary recuperation.

BROWN'S IRON BITTERS

has been thoroughly tested for

DYSPEPSIA,

INDIGESTION,

BILIOUSNESS,

WEAKNESS,

DEBILITY,

OVERWORK,

MUSCULATURE,

NEURALGIA,

CONSUMPTION,

LIVER COMPLAINTS,

KIDNEY TROUBLES, &c.

and it never fails to render speedy and permanent relief.

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## KIDNEY-WORT.

KIDNEY-WORT

IS A SURE CURE

for all diseases of the Kidneys and

LIVER.

It has specific action on this most important organ, enabling it to throw off morbid and useless matter, thus purifying the body of its evil and, by keeping this body in free condition, effecting its regular discharge.

Mr. Purcell—if you are suffering from Malaria, have the China, Williams, Drayton, or Conestoga KIDNEY-WORT will surely relieve and quickly cure you.

In all cases of disease of the system, every one should take a thorough course of it.

SOLD BY DRUGGISTS. Price \$1.

KIDNEY-WORT.

(See Dr. Thibault's Sataps.)

Mark

100 MILES:

MEADVILLE, Pa., August 29, 1882.

Swift Specific Company, Atlanta, Ga.

I think it my duty to write you in regard to my case. I was one of the victims to the terrible disease for several years past, and have been entirely cured by the use of your SWIFT'S SPECIFIC.

S. S. will cure it, and it is the only thing that will do it. I had tried everything, and all the prominent physicians in Buffalo, Rochester, and Cleveland, but this only made me worse, and broke down my general health with mercury and potash.

I heard of your ..... here, so I went to you, but ..... S. S. to Salamanca, was not sold ..... one hundred miles distant, so set me. When I began to use it I was in a bad condition; my mouth was full of ulcers, head full of sores, hair and eyebrows gone, but now I am as sound as a new dollar. Every sufferer should know about your S. S.

J. W. WELLES.

CURES WHEN HOT SPRINGS FAIL.

We have cases of blood-poisoning in our town who lived at Hot Springs, and were finally cured by S. S. S. McCANNON & McKEAN, M'Alvaren, Ark.

If you don't come to see us, and we will CURE YOU or charge nothing. Write for particulars and a copy of the little book, "Message to the Unfortunate Sufferer." Ask any druggist as to our standing.

WE \$1000 REWARD will be paid to any

Chinese who will find us a analysis of 100 bottles of S. S. S. or parts of Mercury, Sulphur, of Potassium, or any Mineral Substance.

SWIFT SPECIFIC CO., Proprietors, Atlanta, Ga.

Price of small size ..... \$1.00

Large size ..... 1.75

SOLD BY ALL DRUGGISTS.

(See Dr. Thibault's Sataps.)

IRON, STEEL, &c.

METALS, GRINDSTONES, &c.

BEST REFINED BAR IRON—assorted sizes.

HOUSE-SHIE, HOOP, RAND, AND OVALS.

SWEDISH IRON and NORWAY (SHAPES)—assorted sizes.

RUSSIA, GALVANIZED, and AMERICAN SHEET-IRON.

NAYLOR'S LEAF-SPRING, and TIRE-STEEL.

SPLINTER, SHEET-ZINC, SOLDIER AXLES.

NOVA SCOTIA, and OHIO GRINDSTONES—a full supply.

For sale by HENRY M. WORTHAM,

de 10-30, corner Fifteenth and Cary streets.

SEINE THREAD.

SEINE THREAD.—We

will call the attention of all

in need of Seine Thread to the superior quality of

this season's import. Our

agents have received the full attention of our

customers, and the satisfaction

warrant our Threads to be the best.

Line, Twine, Linen, Yarn, Corks, and Cork-Wood.

Lowest price.

Gift Notting and Hand-Sealing

in stock and ready to ship.

L. LICHSTEINSON, 506,

corner Second and Lyon streets.

Sole Importers of the celebrated Lyon brand Seine Thread. de 27-eodlw

# DAILY DISPATCH.

VOL. LXII. RICHMOND, VA., WEDNESDAY MORNING, DECEMBER 27, 1882.

NO. 155.

## Richmond Dispatch.

WEDNESDAY, DECEMBER 27, 1882.

THE CIRCULATION OF THE DISPATCH IS LARGER THAN THE COMBINED CIRCULATION OF ALL THE OTHER DAILY NEWS-PAPERS OF THE CITY.

[Entered at the Post-office at Richmond, Va., as second-class matter.]

### WEATHER REPORT.

INDICATIONS FOR TO-DAY.—For the Middle Atlantic States, fair weather, southwest to northwest winds, higher barometer, stationary or slight fall in temperature.

THE WEATHER YESTERDAY was cloudy, with slight rain in the forenoon, and clear and warm in the evening.

THERMOMETER YESTERDAY: 6 A. M., 31; 4 A. M., 34; noon, 43; 3 P. M., 48; 6 P. M., 49; midnight, 35.

Mean temperature, 38°.

### LOCAL MATTERS.

Death of Mr. James P. Purcell.

This gentleman, whose critical illness was announced Sunday morning, died that afternoon at ten minutes past 1 o'clock at his residence, No. 509 east Grace street.

The deceased was born in this city August 3, 1821. At sixteen years of age he entered the store of Alexander Duvall & Co., (Mr. Duvall and Mr. John Purcell) to learn the business of an apothecary. His callous habits and unswerving integrity and courtesy made him a general favorite there.

In March, 1847, he and Mr. Benjamin F. Ladd formed a partnership under the name of Purcell & Ladd, and conducted their business on their own account, until the autumn of 1851, when he sold out to Mr. John Purcell and Mr. George Netherland, brakeman of the passenger train.

Mr. Purcell was killed in a collision with a freight train.

Dr. Hawthorne in his sermon Sunday morning at 12:05 o'clock the last express from Richmond going west on the Chesapeake and Ohio railroad collided with the second section of freight train No. 14, coming east. The locality of the accident was on an embankment where the road crosses a very deep ravine, about one mile west of Millboro. Both locomotives were badly wrecked, and with them the baggage-car and the combination-car of the passenger train; the rest of the passenger train was but little injured and stood on the track, but for which certain death or horrible mangling awaited all on board. As it was, only one passenger (Mr. George W. Hackworth, of Milton, W. Va.) was injured, and he not badly, while six employees were killed—viz.:

J. W. Alsop, baggage-master of the passenger train.

C. C. Leitch, engineer of the passenger train.

L. L. Loving, fireman of the passenger train.

George A. Netherland, brakeman of the passenger train.

E. W. D. Hougham, express-messenger of the passenger train.

J. E. O'Neill, fireman of the freight train.

Four of the men were killed instantly, or died soon after the collision; but two others, though severely injured, recovered.

The cause of the accident is not yet positively known.

The information at the railroad office holds that Conductor Lane, of the freight train, had allowed his watch to get thirty-five minutes slow. There are, however, two other reports, brought down the road by passengers—one, that the passenger train was running on the new schedule (which had been admirably rendered by Master Robert Parkinson). The dialogue between Masters Willie Justis and General Pollard was all that could be depended upon at any moment, and the freight train was running on the old schedule, notwithstanding that that conductor had been furnished with the new schedule.

The other report is that the conductor of the freight train was asleep.

The true story will probably not be known until there has been a rigid investigation.

### SIX MEN KILLED.

First Accident on the Chesapeake and Ohio Railroad—Collision of a Passenger Train with a Freight Train.

Monday morning at 12:05 o'clock the last express from Richmond going west on the Chesapeake and Ohio railroad collided with the second section of freight train No. 14, coming east. The locality of the accident was on an embankment where the road crosses a very deep ravine, about one mile west of Millboro. Both locomotives were badly wrecked, and with them the baggage-car and the combination-car of the passenger train; the rest of the passenger train was but little injured and stood on the track, but for which certain death or horrible mangling awaited all on board. As it was, only one passenger (Mr. George W. Hackworth, of Milton, W. Va.) was injured, and he not badly, while six employees were killed—viz.:

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### CHRISTMAS.